



CITY OF HAYWARD

AGENDA REPORT

AGENDA DATE 05/09/00

AGENDA ITEM _____

WORK SESSION ITEM WS#2

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Measure B Reauthorization

RECOMMENDATION:

It is recommended that the Council review and comment on the attached Alameda County 20-Year Expenditure Plan (Exhibit A), as discussed below.

BACKGROUND:

In 1986, voters approved Measure B, a one-half cent sales tax, to fund transportation improvements and programs throughout Alameda County. To date, 85 percent of the projects have been delivered. Measure B will sunset on March 31, 2002. If not reauthorized, funding for transportation services, such as AC Transit, paratransit, and local street and road maintenance will be significantly reduced.

To address the continued need for local transportation funding, the Alameda County Transportation Authority (ACTA) developed an Expenditure Plan in 1998 that would guide the spending of an extension of the existing half-cent sales tax in Alameda County to 2017. The Plan was developed with oversight of a Steering Committee consisting of elected officials from ACTA and the Alameda County Congestion Management Agency (CMA) Boards. A 40-member Expenditure Development Committee (EPDC) held 14 public meetings as well as a number of workshops and outreach meetings to solicit input on the 1998 Plan. Every City in Alameda County and numerous special interest groups endorsed the Plan. The Hayward City Council endorsed the Plan on February 24, 1998.

In June 1998, nearly 60 percent of the voters in Alameda County supported an extension of the existing half-cent sales tax originally enacted in Alameda County in 1986. However, that vote fell short of the two-thirds support now required to continue the tax. It should be noted that support from Hayward was measured at 54 percent, which was the lowest support from any of the incorporated cities.

After the June 1998 election, the Steering Committee directed ACTA staff to investigate changes necessary to increase support for the plan, while maintaining the original 58.6 percent support, and using the information gathered through the extensive public input process for the 1998 Plan.

In 1998 and 1999, ACTA staff again solicited additional public input from each of the cities in the County, special interests and community groups, as well as business, labor, and environmental groups. The Council, on March 23, 1999, provided its feedback on improvements to the Plan that could be made in order to obtain the necessary two-thirds voter approval. In addition, the Steering Committee considered hours of testimony gathered over an 18-month period.

During the fact-finding visits and public input, ACTA staff confirmed that deleting projects or reducing funds for programs would likely generate increased opposition to the plan. At the direction of the Steering Committee, staff developed a 20-year plan to generate additional funds for key programs identified through the public process, and to conform to legislation that could assist passage of the Expenditure Plan, State Constitutional Amendment 3 (SCA 3.) It should be noted that SCA 3 has passed the Assembly but not the Senate, and would still need to be approved by the voters. SCA 3 would lower the threshold for approval of transportation sales taxes from two-thirds to 50 percent. As the legislation has not received support from the Governor, it is not clear if it will even be submitted to the voters.

The 1998 Plan proposed extension of the sales tax for 15 years. The new expenditure plan proposes extension of the tax for 20 years. Consequently, additional revenue to the Measure B program results. This additional revenue provides the opportunity to continue funding for the set-aside programs - local transportation, transit, and paratransit - for an additional five years, and also to *increase* funds for paratransit and transit. In addition, the additional five years makes funding available for the following new programs and projects:

- Express bus services
- Funds to address gaps between non-mandated/city paratransit programs
- Transit oriented development (as previously suggested by some Hayward City Council members)
- Improvements to the Dumbarton and I-580 (East) corridors, and
- Funds to address future congestion that develops over the life of the plan.

In summary, the plan allocates approximately 60 percent of the revenues to programs as shown below.

| <i>Alameda County 20-Year Expenditure Plan</i> | | |
|--|-----------------|-------|
| Category | 20-Year Plan* | |
| Local Transportation | \$317,852,426 | 22.3% |
| Transit | 311,920,760 | 21.9% |
| Paratransit | 148,643,224 | 10.5% |
| Non Motorized | 71,148,506 | 5.0% |
| Growth Management | 2,765,207 | 0.20% |
| Capital | 568,540,000 | 40.0% |
| Total | \$1,420,870,122 | 100% |

* Estimated in 1998 dollars

Each of the programs is described briefly below. A summary of the Expenditure Plan and its impacts on and benefits to Alameda County and to the City of Hayward is included as Exhibit B.

Local Transportation (22.34% Overall)

Local transportation funds are provided to local cities and Alameda County. The funds may be used for any local transportation need based on local priorities, including streets and roads projects, local transit projects, bicycle and pedestrian projects, and other transportation uses. Based on changes in population and road mile figures, the allocations may change in the future.

Benefit to Hayward – The City will receive approximately \$1.5 million annually for street and road maintenance (based on current year revenues), or a 20-year total of \$23.8 million. This compares to the \$758,000 the City received in 1998/1999 under the existing Measure B. These funds will be lost if Measure B is not reauthorized.

Transit Operations (21.92% Overall)

Transit operating funds are provided to AC Transit, Livermore-Amador Valley Transit Authority (LAVTA), Altamont Commuter Express (ACE), Alameda Ferries, and Union City Transit for maintenance of transit services, restoration of service cuts, expansion of transit services, and passenger safety and security. The transit operators will determine the priorities for these funds through public processes and will submit an annual audit to the Agency.

Benefit to Hayward – Central County would receive approximately \$4.2 million annually for dedicated transit service from AC Transit. In addition, about another \$197,000 annually would be provided to address transit for “Welfare to Work.” (The annual figures are based on 2000 revenues.) Insufficient funding for this program had been another concern of some Council members.

Paratransit Operations (10.45% overall)

Paratransit funding is provided to AC Transit and BART for services mandated by the Americans with Disabilities Act. Funds are also provided for non-mandated paratransit services aimed at improving mobility for seniors and persons with disabilities. These funds are provided to the cities in the County and to Alameda County based on a formula developed by the Alameda County Paratransit Coordinating Council (PAPCO). Funds for South County will be allocated between mandated and non-mandated programs on an annual basis by the cities in that part of the County.

Benefit to Hayward – Based on 2000 revenues, approximately \$546,000 annually would be provided to Hayward for paratransit services, compared to approximately \$300,000 annually under the existing Measure B. Using the same assumption, approximately \$680,000 annually would be provided to AC Transit and \$304,000 annually would be provided to BART to provide paratransit service mandated under the Americans with Disabilities Act. If Measure B

is not extended, paratransit service would need to be cut back, reducing the mobility for transit-dependent individuals in the City of Hayward.

Non-Motorized Transportation (5.00 % overall)

These funds are distributed to cities in the County and to Alameda County to be spent to expand and enhance bicycle and pedestrian facilities in Alameda County, focusing on high priority projects, such as gap closures and intermodal connections.

A total of 25 percent of the non-motorized funding will be reserved for regional planning and regional projects, including the preparation of local master plans, design support services to local agencies, funding for a Countywide Bicycle and Pedestrian Coordinator position, and funding for high priority regional capital projects identified in the Countywide Bicycle Plan. The remaining 75 percent of the funds will be designated as local funds for bicycle and pedestrian facilities and ADA accessibility that have been prioritized through local or regional planning processes.

Benefit to Hayward – Hayward can expect to receive \$300,000 annually for bicycle and pedestrian projects, based on 2000 revenues. The existing Measure B does not provide any funds for bicycle and pedestrian projects.

Transit Oriented Development (0.19% overall)

These funds are available to encourage development near transit centers. The Agency will be responsible for allocating these funds. Some City Council members had previously expressed an interest in funds for transit-oriented development.

Benefit to Hayward – Given the City's current development patterns, an opportunity would exist to continue the City's trend towards encouraging transit-oriented development near Hayward's two BART stations.

Capital Projects (40.0% overall)

The following capital projects included in the Expenditure Plan will provide either direct or indirect benefits to the City of Hayward:

- **I-880/SR 92 Reliever Route, Clawiter/Whitesell Interchange**

This project would help complete the key phase of the originally proposed I-880/SR 92 reliever route project, a segmental project that would have extended three discontinuous streets and upgraded an existing interchange to provide a reliever route through the industrial area of the City of Hayward. Specifically, this phase would construct a new combined Clawiter/Whitesell/Route 92 interchange. This new interchange would be essential to complete the reliever route, which provides for congestion relief, increased mobility in the corridor, connects existing facilities and contributes to the City's economic development by opening up access to the City's industrial area. The Expenditure Plan will provide \$19.5 million towards the project. The remaining \$58.5 million needed for the project would either come from other state funds or the establishment of the Industrial Assessment District.

- I-238 Widening in the San Leandro Area

This project consists of reconstructing and widening I-238 between I-580 and I-880 from two to three lanes in each direction, including auxiliary lanes on northbound and southbound I-880 south of I-238. The Expenditure Plan will provide \$66 million of the total \$102 million project cost, which will be used to widen I-238 in the eastbound direction. The 1998 State Transportation Improvement Program includes \$36 million to widen I-238 in the westbound direction.

- I-580 Interchange in Castro Valley

This project proposes several ramp improvements including a westbound off-ramp to Castro Valley Boulevard west of Center Street, an eastbound on-ramp from Redwood Road, and replacement of the existing eastbound off-ramp to Center Street. These projects are included in the City's adopted Circulation Element. The estimated aggregate cost of these projects is \$9.2 million.

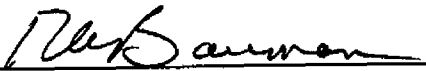
Consequences if Measure B is not reauthorized

ACTA staff has noted the following risks for each jurisdiction if the Measure B reauthorization is not approved:

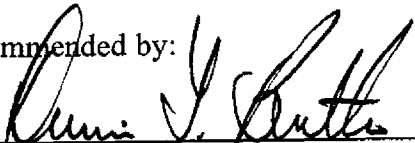
- Decreased funds for street maintenance
- Decreased mobility for seniors and persons with disabilities
- Decreased transit funds, cuts in fixed route services, and the inability to expand or restore service levels
- Inability to fund key capital projects that will address congestion throughout Alameda County.

Council is asked to provide review and comment to City and ACTA staff on the 2000 Expenditure Plan. The current schedule calls for Council to take action on the Expenditure Plan on May 16, 2000. Council will also be asked to request that the Board of Supervisors place a proposition on the November 2000 ballot to authorize extension of the countywide half-cent sales tax to fund the projects described in the Expenditure Plan. In order for the Board of Supervisors to take such action, the Expenditure Plan must be approved by at least 50 percent of the incorporated cities representing 50 percent of the population of the County and by the Alameda County Board of Supervisors.

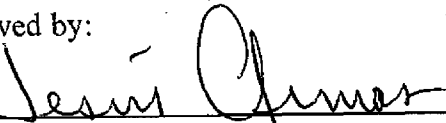
Prepared by:


Robert A. Bauman, Deputy Director of Public Works

Recommended by:


Dennis L. Butler, Director of Public Works

Approved by:


Jesús Armas, City Manager

Attachments: Exhibit A: Draft Expenditure Plan
Exhibit B: Measure B Fact Sheets



Alameda
County
Transportation
Authority

Alameda County
FINAL
20-YEAR TRANSPORTATION
EXPENDITURE
PLAN

DRAFT

February 24, 2000

Exhibit A

TABLE OF CONTENTS

| | Page |
|--|------|
| Executive Summary | 1 |
| Introduction | 3 |
| Governing Board and Organizational Structure | 3 |
| Annual Budget/Financial Projections | 4 |
| Citizens Watchdog Committee | 4 |
| Annual Strategic Plan | 6 |
| Amendments to the Plan | 6 |
| Agency as Co-Sponsor | 6 |
| Staffing | 6 |
| Programmatic Spending | 7 |
| Capital Projects | 12 |
| Guiding Principles | 22 |

F I N A L

ACKNOWLEDGMENTS

TABLE OF FIGURES

| | Page |
|--|------|
| Figure 1 – Recommended Set-Aside Amounts | 10 |
| Figure 2 - Tier 1 Projects | 20 |
| Figure 3 - Tier 2 Projects | 21 |

D R A F T

ALAMEDA COUNTY 20-YEAR TRANSPORTATION EXPENDITURE PLAN EXECUTIVE SUMMARY

The Alameda County 20-Year Expenditure Plan will serve as the guiding document for implementing more than \$1.4 billion in locally funded transportation projects over the next 20 years, if approved by voters in the November 2000 elections. The Plan provides a balance between capital investments and operations/maintenance programs. It invests in all of the major congested corridors in the County as well as a wide variety of transportation modes unique to the specific needs in each area of the County. The Plan significantly increases transit operating funds for all bus operators and for paratransit services, recognizing that the demands for these services will increase with our aging population. The Plan provides the revenue stream to continue, and expand, the Altamont Commuter Express Rail Service linking Alameda County to the Silicon Valley. The plan also provides funding for critical capital projects where expansion is needed, as well as funds to maintain our existing transportation system.

How the Plan was developed....

Extensive public involvement guided development of the Expenditure Plan. A 40-member committee representing environmental, business, and governmental interests incorporated public input during development of the initial plan. Further input was sought from civic groups and each city in the County. Environmental/social justice/trade unions/transit and paratransit advocates were intimately involved in plan development, and outreach to businesses also resulted in changes to the plan, making it what it is today.

What the Plan funds....

Transit and paratransit services, local street maintenance, and bike and pedestrian facilities all receive significant funding from the programs in the Expenditure Plan. In addition, the Plan funds important capital improvements, including highway, rail, and bus improvements in key congested corridors in the County. The Plan includes improvements to reduce and manage congestion in nearly every congested corridor in the County, including I-680, I-80, SR 92, I-880, SR 84, I-580, and I-238.

What transit services are funded....

The Plan funds operating costs for A.C. Transit, Union City Transit, the City of Alameda Ferries, the Livermore Amador Valley Transit Authority, and for the Altamont Commuter Express trains. It provides a 76% increase in funds to A.C. Transit over the 1986 Measure B. The proposed paratransit funding serves those most in need of public transit: seniors and people with disabilities. The increase in funds for paratransit services will help the County keep pace with the growing needs resulting from the projected increase in senior population over the next 20 years. It will also provide funds for transit operators to fulfil the requirements of the Americans With Disabilities Act. These two fund sources work together: by expanding fixed route transit service or hours of operations, paratransit services will correspondingly also be increased.

What specifically is in the Plan....

The total net revenue estimated for the 20-Year Expenditure Plan is \$1,420,870,122. Funding allocations for each of the programs and capital projects in the Plan are listed in the following tables.

Expenditure Plan Programs

| Category | 20-Year Plan |
|------------------------------|---------------------|
| Local Transportation (22.3%) | \$317,852,426 |
| Transit (21.9%) | \$311,920,760 |
| ACE (2.1%) | \$30,149,767 |
| A.C. Transit (17.3%) | \$245,997,469 |
| Alameda Ferries (0.8%) | \$11,146,405 |
| Express Bus Service (0.7%) | \$10,000,000 |
| LAVTA (0.7%) | \$9,810,684 |
| Union City Transit (0.3%) | \$4,816,434 |
| Paratransit (10.5%) | \$148,643,224 |
| ADA Mandated (5.6%) | \$80,143,224 |
| Non-mandated (2.3%) | \$33,091,983 |
| South County (1.1%) | \$15,051,357 |
| Gaps (1.4%) | |
| Non Motorized (5%) | \$71,148,506 |
| Transit Oriented Development | \$2,765,207 |
| Programs Subtotal | \$852,330,123 |

Key Plan Benefits

- ☐ Extensive public input guided plan development
- ☐ Plan addresses transportation needs unique to each part of the County
- ☐ Plan provides balance between maintenance, operations, and expansion of all transportation modes within the County
- ☐ Plan significantly expands transit and paratransit funding
- ☐ Plan addresses nearly every congested corridor in the County

Expenditure Plan Capital Projects

| Project | 20-Year Plan |
|--|--------------------------|
| A.C. Transit Quality Bus -San Pablo/Telegraph | \$20,000,000 |
| ACE Rail | \$10,000,000 |
| BART to San Jose (Phase 1) | \$165,500,000 |
| BART/Oakland Airport Connector | \$65,800,000 |
| Downtown Oakland Streetscape Improvements | \$5,000,000 |
| Dumbarton Corridor Improvements | \$14,700,000 |
| E. 14th/Hesperian/150 th Improvements | \$830,000 |
| Emerging Projects | \$7,600,000 |
| Fruitvale BART Transit Village | \$3,500,000 |
| Hesperian/Lewelling Widening | \$1,000,000 |
| I-238 Widening | \$66,000,000 |
| I-580/BART Corridor | \$8,700,000 |
| I-580 Eastbound Aux. Lane | \$10,000,000 |
| I-580 Interchange Improvements/Castro Valley | \$9,200,000 |
| I-680 Express Lane Improvements | \$25,800,000 |
| I-680/I-880 Connector Studies | \$1,000,000 |
| I-880/92 Reliever Glawiter/Whitshell Interchange | \$19,500,000 |
| I-880/Jackson/Broadway Interchange | \$6,000,000 |
| Iron Horse Trail/Transit | \$4,500,000 |
| Isabel Rte. 84/I-580 Interchange | \$20,000,000 |
| Lewelling/E. Lewelling Widening | \$9,800,000 |
| Newark Local Streets | \$1,200,000 |
| Oakland Local Streets | \$4,000,000 |
| Rte. 84 Expressway | \$70,000,000 |
| Union City Intermodal Station | \$9,200,000 |
| Washington Interchange | \$1,100,000 |
| Westgate Extension | \$8,610,000 |
| Capital Projects Subtotal | \$568,540,000 (40.0%) |

Information accurate as of February 24, 2000.

ALAMEDA COUNTY 20-YEAR TRANSPORTATION EXPENDITURE PLAN

Introduction

Alameda County has had the benefit of a ½ cent sales tax dedicated to transportation purposes since November 1986 when the voters enacted a retail transactions and use tax ordinance, commonly known as Measure B. The enabling legislation, allowing the voters to pass this type of Transportation Sales Tax, requires that the tax terminate after a fixed number of years. The current sales tax measure will terminate in March 2002, 15 years after implementation.

This Transportation Expenditure Plan describes the way in which funds will be spent if the ½ cent retail transactions and use tax ordinance is extended by voters for another 20 years after the current Measure B expires. The reauthorization of the sales tax is authorized under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section §.180000 et. Seq, or pursuant to Senate Constitutional Amendment (SCA 3) which is tentatively scheduled to be on the November 7, 2000 statewide ballot.

Governing Board and Organizational Structure

In enacting this ordinance, the voters will authorize that the Alameda County Transportation Improvement Authority (referred to as Agency throughout this document) be given the responsibility to administer the tax proceeds. The make-up of this Agency is as follows:

- ◆ Five members of the Alameda County Board of Supervisors
- ◆ 3 representatives appointed by the Alameda County Mayors' Conference from the cities of Hayward, Fremont, Newark, Union City, Pleasanton, Livermore and Dublin
- ◆ 2 representatives appointed by the Alameda County Mayors' Conference from the cities of San Leandro, Oakland, Alameda, Albany, Berkeley, Emeryville, and Piedmont
- ◆ 1 representative designated by the Mayor of Oakland

All representatives to the Agency's governing board will be elected officials within Alameda County.

The newly formed Agency will hire the staff and professional assistance required to administer the proceeds of the tax and carry out the mission outlined in this Expenditure Plan. This Agency will have as its function the implementation of the Expenditure Plan to improve and maintain the transportation system in the County with the sales tax and other available funds.

The total cost for salaries and benefits for administrative Agency employees will not exceed 1% of the revenues generated by the sales tax authorized collected to support this Plan. The Agency will prepare an annual report, identifying the total expenditures for administration, as well as all other costs associated with delivering the program. A total of 4.5% has been budgeted for implementing the sales tax program. In addition, \$2.1 million has been budgeted to repay a loan from Alameda County for the election costs of the Measure from the 1998 and 2000 elections.

The duration of the tax will be 20 years from the initial year of collection, which will begin in April 2002. The tax will therefore terminate on March 31, 2022.

Tax proceeds will be used to pay for the programs and projects outlined in this Expenditure Plan or as it may be amended, and may not be used for any other purpose. Amendments to this Plan will require a two thirds vote of the governing board of the Agency. In addition, each of the City Councils and the County Board of Supervisors will have an opportunity to comment on any plan amendment.

The new Agency will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be paid with the proceeds of the retail transactions and use tax. The costs associated with bonding will be borne only by the capital projects included in the Plan, and by any programs included in this Plan that utilize the bond proceeds. The costs and risks associated with bonding will be presented in the Agency's annual Strategic Plan, and will be subject to public comment before approving any bond sale.

Annual Budget/Financial Projections

An Annual Budget will be adopted by the Agency each year. The Budget will project the expected sales tax receipts, other anticipated funds and planned expenditures for administration, programs, and projects.

Citizens Watchdog Committee

A Citizens Watchdog Committee will be created by the Agency governing board with the assistance of the League of Women Voters and other citizen's groups. This committee will report directly to the public and will be charged with reviewing all expenditures of the Agency. The responsibilities of the committee are:

- ◆ The Committee must hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents how the funds are being spent. The hearings must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.
- ◆ The Committee will have full access to the Agency's independent auditor and will have authority to request and review specific information and to comment on the auditor's reports.
- ◆ The Committee must publish an annual report and any comments concerning the Agency's audit in local newspapers. In addition, copies of these documents must be made available to the public at large.

The Citizens Watchdog Committee members must consist of private citizens who are not elected officials at any level of government or public employees from agencies that either oversee or benefit from the proceeds of the sales tax. Membership will be restricted to individuals who live in Alameda County. Members will be required to submit a statement of financial disclosure and membership will be restricted to individuals without economic interest in any of the Agency's projects. The Committee will be designed to reflect the diversity of the County. The Committee will consist of 17 members. Membership will be as follows:

- ◆ Two at-large members will be designated from each of the five supervisorial districts in the County (total of 10 at-large members). One member will be nominated by each member of the Board of Supervisors and one additional member in each supervisorial district will be selected by the Alameda County Mayors' Conference.
- ◆ Seven members will be selected to reflect a balance of viewpoints across the County. These members will be nominated by their respective organizations and approved by the board of the Agency.
 - One representative from the Alameda County Taxpayer's Association
 - One representative from the Sierra Club
 - One representative from the Alameda County Labor Council
 - One representative from the Alameda County Economic Development Alliance for Business
 - One representative from the Alameda County Paratransit Advisory Panel
 - One representative from the East Bay Bicycle Coalition
 - One representative from the League of Women Voters

The members of the Citizens Watchdog Committee are expected to provide a balance of viewpoints, geography, age, gender and ethnicity to represent the different perspectives of taxpayers throughout the County. To ensure that citizens throughout the County have the opportunity to serve on the Committee, the at-large members will be limited to a single two-year term.

Annual Strategic Plan

All of the projects and programs included in this Expenditure Plan are considered essential for the transportation needs of Alameda County. The Agency will prepare an annual Strategic Plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds, and other relevant criteria. This Plan will be adopted at a public meeting of the Agency's governing board.

Amendments to the Plan

To modify this Plan, an amendment must be approved by a two thirds vote of the Agency Board. All jurisdictions within the County will be given a minimum of 45 days to comment on any proposed plan amendment.

Funds for capital projects which cannot be delivered for any reason may be reallocated to another project in the same planning area by the Agency Board with the approval of a majority of the Cities (and County for unincorporated areas) representing a majority of the population of the planning area and approval of the amendment by the Agency Board.

Agency as Co-Sponsor

The Agency will serve as "co-sponsor" of all projects for the purposes of implementation.

Staffing

The Board of the Agency will have the authority to hire professional staff and consultants to deliver the projects and programs included in this Plan in the most efficient and cost effective manner. The salaries and benefits for administrative staff hired by the Agency will not exceed 1% of the proceeds of the tax. Other administrative costs (such as rent, supplies, fees paid to the State Board of Equalization for collecting the tax and financial, legal, project management, and other necessary consultants) are not included in the 1% cap.

Programmatic Spending

The Expenditure Plan identifies five programs for this sales tax extension: Local Transportation, Transit Operations, Paratransit, Non-Motorized, and Transit Oriented Development. Programmatic funds are generally disbursed on a monthly basis, based on a set formula for distribution. Funding for programs are intended to reflect geographic equity based on the population projections for the County in 2005.

Figure 1 shows the programmatic funds anticipated in each of the programs based on 1998 forecast revenues. Dollar figures are based on financial projections which assume a 4% annual growth rate. Amounts shown are estimates. Actual distributions will be based on a percentage of net revenues. Descriptions of the programs are included in the following paragraphs.

In all cases, North Area refers to the Cities of Oakland, Berkeley, Albany, Piedmont, Emeryville and Alameda, as well as unincorporated areas within that boundary. Central Area includes the Cities of Hayward and San Leandro, and the unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area. South Area includes the Cities of Fremont, Newark and Union City; and East Area includes the Cities of Livermore, Dublin and Pleasanton, and all unincorporated lands in that area.

Local Transportation (22.34% overall)

Local Transportation funds are provided to local cities and Alameda County. The funds may be used for any local transportation need based on local priorities, including streets and roads projects, local transit projects, bicycle and pedestrian projects and other transportation uses. Local transportation funds within a geographic sub-area will be allocated to the jurisdictions within that sub-area based on a formula weighted 50% by the population of the jurisdiction within the sub-area and 50% on the number of road miles within the sub-area. The allocations may change in the future based on changes in population and road mile figures.

Existing state and local laws regarding contracting will also govern the expenditure of Local Transportation funds. Each agency must submit an annual audit documenting the use of the sales tax funds.

Transit Operations (21.92% overall)

Transit operating funds are provided to transit operators for maintenance of transit services, restoration of service cuts, expansion of transit services, and passenger safety and security. The transit operators will determine the priorities for these funds through public processes and will submit an annual audit to the Agency.

A.C. Transit agrees to allocate 1.46% of overall net sales tax receipts to enhancing transportation opportunities for persons making the transition from welfare to work.

These "welfare to work" funds can be used by A.C. Transit for service restoration and expansion or implementation of improved bus service to facilitate travel to and from work. A.C. Transit will prioritize the restoration and development of new services to meet the employment-related transit needs of low income residents in northern and central Alameda County. Additionally, these funds may be used, at the determination of A.C. Transit, to provide subsidies of regular bus fares for individuals living in northern and central Alameda County who are transferring from welfare to work as well as those who are economically disadvantaged. In the event that sufficient funds are otherwise available to A.C. Transit to meet these needs then "welfare to work" funds can be used for other general passenger service purposes in northern and central Alameda County.

A.C. Transit will work together with and actively seek input from bus riders, business leaders, mayors and other elected officials in San Leandro, Hayward, and the unincorporated areas in Central Alameda County to ensure that the additional transit funds in Central County are used for bus improvements such as night, weekend, and more frequent service, connections to residential growth areas, and access to major employment centers, including enhancement of east-west corridors.

A.C. Transit will continue to provide transit service similar to the Department of Labor-funded shuttle to and from job sites in East and West Oakland, as needed. A.C. Transit, the County, the City of Oakland, the Port of Oakland and other entities will look for additional money from outside sources to fund the service. If needed, a portion of the proceeds from the reauthorization of Measure B may be used.

Paratransit Operations (10.45% overall)

Paratransit funding is provided for services mandated by the Americans with Disabilities Act to fixed route public transit operators who are required to provide that service. Funds are also provided for non-mandated paratransit services, aimed at improving mobility for seniors and persons with disabilities. These funds are provided to the cities in the County and to Alameda County based on a formula developed by the Alameda County Paratransit Coordinating Council (PAPCO). Funds for South County will be allocated between mandated and non-mandated programs on an annual basis by the cities in that part of the County.

Jurisdictions may elect to provide paratransit services directly, or may contract with any other agency to provide a more seamless, uniform paratransit program. Agencies receiving these funds must allocate them to non-mandated paratransit services, unless they determine through a public hearing process that no unmet service needs exist. Jurisdictions which do not spend their entire paratransit allocation on non-mandated services will assign the remainder of their funds to augment the funding for ADA mandated service or for accessibility improvements to any fixed route transit service.

This program designates 1.43% of overall net sales tax receipts to be allocated by PAPCO to reduce differences that might occur based on the geographic residence of any individual needing paratransit services.

Non-Motorized Transportation (5.00 % overall)

These funds are distributed to cities in the County and to Alameda County to be spent on planning and construction of bicycle and pedestrian projects. This is a new program, not funded in the current Measure B. The Non-Motorized category is intended to expand and enhance bicycle and pedestrian facilities in Alameda County, focusing on high priority projects like gap closures and intermodal connections.

A total of 25% of the funding will be reserved for regional planning and regional projects, including the preparation of local master plans, design support services to local agencies, funding for a Countywide Bicycle and Pedestrian Coordinator position, and funding for high priority regional capital projects identified in the Countywide Bicycle Plan. High priority will be given to East Bay Regional Park District projects included in the Countywide Bicycle Plan. Priority will also be given to projects which significantly leverage other outside funding sources.

The remaining 75% of the funds will be designated as local funds. Each city and Alameda County may receive up to their proportional share of the 75% funds based on population over the life of the Measure. Eligible uses for those funds will include capital improvements for bicycle and pedestrian facilities and ADA accessibility that have been prioritized through local or regional planning processes. Projects that improve intermodal connections for bicyclists and pedestrians or close gaps in existing pedestrian or bicycle corridors will be given the highest priority. Projects may be submitted for funding at any time during the life of the Measure. Unallocated local non-motorized program funds will be available for reprogramming to regional projects after 17 years.

Transit Oriented Development (0.19% overall)

These funds are available to cities in the County and to Alameda County to encourage development near transit centers. The Agency will be responsible for allocating these funds.

Figure 1 – Recommended Set-Aside Amounts

| Area/Agency | % of net revenues* | Estimated Total 1998 \$ |
|---|--------------------|-------------------------|
| Local Transportation | | |
| Alameda | 1.40% | \$19,873,750 |
| Albany | 0.32% | \$4,560,150 |
| Berkeley | 2.25% | \$32,058,551 |
| Dublin | 0.26% | \$3,680,531 |
| Emeryville | 0.16% | \$2,279,399 |
| Fremont | 1.80% | \$25,640,493 |
| Hayward | 1.68% | \$23,885,742 |
| Livermore | 0.79% | \$11,269,234 |
| Newark | 0.39% | \$5,600,005 |
| Oakland | 8.38% | \$119,244,781 |
| Piedmont | 0.34% | \$4,799,257 |
| Pleasanton | 0.64% | \$9,159,228 |
| San Leandro | 1.10% | \$15,632,396 |
| Union City | 0.53% | \$7,531,797 |
| Alameda County (North) | 0.06% | \$806,458 |
| Alameda County (Central) | 1.22% | \$17,427,492 |
| Alameda County (East) | 0.39% | \$5,603,364 |
| Alameda County Bridges | 0.62% | \$8,799,793 |
| Subtotals by Area | | |
| North | 13.53% | |
| Central | 4.00% | |
| South | 2.72% | |
| East | 2.08% | |
| Total | 22.33% | \$317,852,426 |
| * formulas may change based on changes in population and road miles in each area. Alameda County (Central) is reduced by 0.39% of total revenues to reflect a transit funding increase. | | |

| Area/Agency | % of net revenues | Estimated Total 1998 \$ |
|--|-------------------|-------------------------|
| Transit Operations | | |
| A.C. Transit - North County | 9.48% | \$134,930,163 |
| A.C. Transit - Central County | 4.74% | \$67,467,377 |
| A.C. Transit - South County | 1.61% | \$22,878,062 |
| A.C. Transit - Welfare to Work - North County | 1.24% | \$17,599,586 |
| A.C. Transit - Welfare to Work - Central County | 0.22% | \$3,122,281 |
| Altamont Rail - South County | 1.12% | \$15,937,556 |
| Altamont Rail - East County | 1.00% | \$14,212,211 |
| Alameda Ferries | 0.78% | \$11,146,405 |
| Express Bus Service - Countywide | 0.70% | \$10,000,000 |
| LAVTA | 0.69% | \$9,810,684 |
| Union City Transit | 0.34% | \$4,816,434 |
| Total | 21.92% | \$311,920,760 |
| Paratransit | | |
| Non-Mandated - North County | 1.24% | \$17,599,586 |
| Non-Mandated - Central County | 0.88% | \$12,489,126 |
| Non-Mandated - East County | 0.21% | \$3,003,271 |
| Consortium - North County - A.C. Transit | 3.38% | 48,105,536 |
| Consortium - North County - BART | 1.15% | \$16,426,281 |
| Consortium - Central County - A.C. Transit | 0.76% | \$10,771,871 |
| Consortium - Central County - BART | 0.34% | \$4,839,536 |
| South County * | 1.06% | \$15,051,357 |
| Coordination and Gaps in Service | 1.43% | \$20,356,660 |
| Total | 10.45% | \$148,643,224 |
| * All paratransit revenues will go through the cities for distribution to mandated and non-mandated programs | | |
| Non-Motorized Transportation | 5.00% | \$71,148,506 |
| Transit Oriented Development | 0.19% | \$2,765,207 |

Capital Projects

The Plan includes Tier 1 and Tier 2 projects to ensure flexibility while providing very clear direction for funding priorities. Tier 1 projects are designed to be funded with the receipts of the sales tax, based on the current assumptions for revenue growth and construction cost escalation. Some of these projects will also receive funding from other sources.

Tier 2 projects would receive sales tax funds only in the event that more funds than anticipated became available, either through changes in assumptions, or through the availability of increased funds from outside sources, such as State or Federal funds. The Tier 1 projects are shown in Figure 2. Figure 3 shows the Tier 2 projects, which would be funded only if additional revenues became available. The top priority for the Tier 2 funds is paratransit coordination. The remaining projects on the list include expanding the scope of Tier 1 projects to fund additional segments of those projects, as well as new projects that will not receive any funds under Tier 1.

Summary descriptions and conceptual maps of each of the Tier 1 and Tier 2 projects are provided. These maps are intended to be conceptual only, and do not indicate specific route alignments. In most cases, specific alignments will be detailed after further study and environmental review. The following project descriptions identify project costs (in 1998 \$), funding allocations from the sales tax, and the project sponsor to which allocations will be provided.

Project Descriptions - Tier 1

| | |
|---|---------------------------------------|
| A.C. Transit Quality Bus - San Pablo/Telegraph Corridors | A.C. Transit |
| Sales Tax Funding | \$20,000,000 Tier 1 (\$2 M in Tier 2) |
| Project Cost | \$20,000,000 |

Phase 1 Improvements include high-capacity articulated buses, stations and shelters, lighting, advancements in signalization, and other bus related enhancements in key Berkeley/Oakland Corridors - San Pablo and/or Telegraph Avenue. The specific corridor will be selected following Major Investment Studies.

Altamont Commuter Express Rail - Alameda County CMA

| | | |
|-------------------|--------------|--|
| Sales Tax Funding | \$10,000,000 | Operating Funds are allocated in Transit program |
| Project Cost | \$10,000,000 | |

Provides \$10 million in track, station, and other improvements for the Alameda share of ACE service.

BART Extension to San Jose - Phase 1 - BART

| | | |
|-----------------------|----------------------|-----------------------------------|
| Sales Tax Funding | \$165,500,000 | Tier 1 (\$85.9 M in Tier 2) |
| Other Funding Sources | <u>\$380,800,000</u> | State, Federal, and Local sources |
| Project Cost | \$546,300,000 | |

This project funds the first phase of a BART rail extension that will ultimately extend into Santa Clara County. Funds for construction of the first segment of the BART rail extension to Warm Springs in Southern Fremont may not be used until full funding for the rail connection to Santa Clara County is assured. Project development, right-of way, design, and station site development costs are eligible prior to securing full funding for the rail construction.

BART Oakland Airport Connector - BART

| | | |
|-----------------------|---------------------|---------------------------------------|
| Sales Tax Funding | \$65,800,000 | Tier 1 (\$7.2 M in Tier 2) |
| Other Funding Sources | <u>\$64,200,000</u> | Port, Bridge Tolls, and other sources |
| Project Cost | \$130,000,000 | |

This project provides an elevated guideway with automated vehicle operation between BART's Coliseum station and the Oakland International Airport. The project includes construction, rolling stock, and a maintenance facility.

Downtown Oakland Streetscape Improvement Project - City of Oakland

| | | |
|-------------------|--------------------|--------|
| Sales Tax Funding | <u>\$5,000,000</u> | Tier 1 |
| Project Cost | \$5,000,000 | |

This project will provide pedestrian and transit amenities on Broadway, 14th, and Telegraph Avenue in Oakland.

Dumbarton Corridor Improvements - tbd

| | | |
|-----------------------|--------------|-------------------------|
| Sales Tax Funding | \$14,700,000 | Tier 1 (Also in Tier 2) |
| Other Funding Sources | <u>Tbd</u> | |
| Project Cost | \$14,700,000 | |

A number of potential projects have been identified to relieve congestion and promote transit usage in the Dumbarton Bridge corridor. Those projects include widening local streets and coordinating signals to provide parallel and alternative routes, improvements at the toll plaza, improvement of the Thornton/Paseo Parkway Interchange/Route 84 ramps, development of park and ride lots, expansion of express bus service, and implementation of a Dumbarton rail connection to the peninsula. Full funding for the operations and capital costs of a rail connection will need to be secured before Measure B funds can be spent to implement the rail project.

E. 14th Street/Hesperian Blvd/150th Street Improvements in San Leandro - City of San Leandro

| | | |
|-------------------|------------------|--------|
| Sales Tax Funding | <u>\$830,000</u> | Tier 1 |
| Project Cost | \$830,000 | |

This project adds a dual northbound left turn lane at E. 14th Street, adds a southbound left turn lane on Bancroft at E. 14th Street, and adds a northbound left turn lane on E. 14th Street at Hesperian.

Emerging Projects - tbd

| | | |
|-----------------------|-------------|--------|
| Sales Tax Funding | \$7,600,000 | Tier 1 |
| Other Funding Sources | <u>Tbd</u> | |
| Project Cost | \$7,600,000 | |

This category is to fund studies or capital improvements to relieve congestion as projects emerge during the lifetime of the Measure.

Fruitvale BART Transit Village - City of Oakland

| | | |
|-----------------------|--------------------|--------|
| Sales Tax Funding | \$3,500,000 | Tier 1 |
| Other Funding Sources | <u>\$7,600,000</u> | STIP |
| Project Cost | \$11,100,000 | |

This project is one phase of a transit and pedestrian oriented mixed use development at the BART Fruitvale station. The project develops two parking structures in addition to substantial mixed use development.

Hesperian/Lewelling Widening in San Leandro - City of San Leandro

| | | |
|-------------------|--------------------|--------|
| Sales Tax Funding | <u>\$1,000,000</u> | Tier 1 |
| Project Cost | \$1,000,000 | |

This project would add one southbound lane on Hesperian for right turns onto Lewelling and add dual left turn lanes on Lewelling at Hesperian.

I-238 Widening - Caltrans

| | | |
|-----------------------|---------------------|--------|
| Sales Tax Funding | \$66,000,000 | Tier 1 |
| Other Funding Sources | <u>\$36,000,000</u> | STIP |
| Project Cost | \$102,000,000 | |

Reconstruct and widen I-238 between I-580 and I-880 from four to six lanes, including auxiliary lanes on I-880 south of I-238.

I-580/BART Corridor - tbd

| | | |
|-----------------------|-------------|-------------------------|
| Sales Tax Funding | \$8,700,000 | Tier 1 (Also in Tier 2) |
| Other Funding Sources | <u>Tbd</u> | |
| Project Cost | \$8,700,000 | |

Potential improvements in the I-580 corridor could include highway improvements, a BART extension, or other parallel route construction. This funding would allow for studies and environmental documentation to identify the preferred mode and method of expenditure.

I-580 Eastbound Auxiliary Lane (Santa Rita to Airway) - Caltrans

| | | |
|-----------------------|--------------------|-------------------------------|
| Sales Tax Funding | \$10,000,000 | Tier 1 (Santa Rita to Airway) |
| Other Funding Sources | <u>\$8,400,000</u> | Tier 2 (Airway to Route 84) |
| Project Cost | \$18,400,000 | |

This project constructs an eastbound auxiliary lane on I-580 between Santa Rita Road and the new Isabel/Route 84/I-580 Interchange. The Tier 1 project is between Santa Rita Road and Airway Boulevard; the Tier 2 project is between Airway Boulevard and the Isabel/Route 84/I-580 Interchange.

I-580 Interchange Improvements in Castro Valley - Alameda County

| | | |
|-------------------|--------------------|--------|
| Sales Tax Funding | <u>\$9,200,000</u> | Tier 1 |
| Project Cost | \$9,200,000 | |

This project proposes several ramp improvements including a westbound off-ramp to Castro Valley Blvd. west of Center Street, an eastbound on-ramp from Redwood Road, and replacement of the existing eastbound off-ramp to Center Street.

I-680 Express Lanes Improvements - Route 84 to Santa Clara County - Caltrans

| | | |
|-----------------------|---------------------|--------|
| Sales Tax Funding | \$25,800,000 | Tier 1 |
| Other Funding Sources | <u>\$10,200,000</u> | STIP |
| Project Cost | \$36,000,000 | |

These improvements provide express lanes, which would allow car pools to travel free of charge and would allow excess capacity in the lane to be used by low-occupancy vehicles that pay a fee for use of the lane. Occupancy requirements and fees would be set to maintain non-congested travel conditions in the express lanes under normal conditions. A southbound express lane should be implemented first. If the current Alameda County Congestion Management Agency value pricing study determines that express lanes are operationally infeasible for both the northbound and southbound directions, excess funds may be used for construction of a new northbound HOV lane. Fees generated from the express lanes shall be used for operations of the express lane and/or for transit serving the Sunol Grade corridor.

I-680/880 Cross Connector Studies - Caltrans

| | | |
|-----------------------|--------------------|----------------------------|
| Sales Tax Funding | \$1,000,000 | Tier 1 (\$6.5 M in Tier 2) |
| Other Funding Sources | <u>\$1,000,000</u> | Milpitas/Santa Clara Co. |
| Project Cost | \$2,000,000 | |

This project would complete a Major Investment Study including environmental documentation and engineering support for a connector between I-680 and I-880 between Auto Mall Parkway and Route 237.

I-880/SR 92 Reliever Route - Clawiter/Whitsell Interchange - City of Hayward

| | | |
|-------------------|---------------------|--|
| Sales Tax Funding | <u>\$19,500,000</u> | Tier 1 (\$15.7 mil in Tier 2 for expanded scope project) |
| Project Cost | \$19,500,000 | |

This project would construct a new combined Clawiter/Whitsell/SR 92 Interchange and would extend three discontinuous streets.

I-880 Jackson/Broadway Interchange - City of Alameda

| | | |
|-----------------------|--------------------|--------|
| Sales Tax Funding | \$6,000,000 | Tier 1 |
| Other Funding Sources | <u>\$1,800,000</u> | STIP |
| Project Cost | \$7,800,000 | |

This project will provide access to Oakland's Chinatown, Jack London Square, and Alameda by providing an off-ramp from southbound I-880, replacing access that was available prior to the Loma Prieta earthquake.

Ironhorse Bicycle, Pedestrian, and Transit Route - City of Dublin

| | | |
|-----------------------|------------------|--------|
| Sales Tax Funding | \$4,500,000 | Tier 1 |
| Other Funding Sources | <u>\$500,000</u> | |
| Project Cost | \$5,000,000 | |

A bicycle/pedestrian/roadway and transit lane in existing Alameda County and Southern Pacific right-of-way between the Dublin BART station to Dougherty Road and bus lanes along Dougherty Road will be provided as part of this project. The project includes bus lanes, the bicycle path, and Scarlett Drive roadway.

Isabel Route 84/I-580 Interchange - City of Livermore

| | | |
|-----------------------|---------------------|---------------------------|
| Sales Tax Funding | \$20,000,000 | Tier 1 (\$35 M in Tier 2) |
| Other Funding Sources | <u>\$35,000,000</u> | STIP and other |
| Project Cost | \$55,000,000 | |

This project would construct a partial cloverleaf interchange at the intersection of I-580 and the extension of Isabel Avenue (relocated Route 84) in Livermore.

Lewelling/E. Lewelling Widening in San Lorenzo - Alameda County

| | | |
|-------------------|--------------------|--|
| Sales Tax Funding | <u>\$9,800,000</u> | Tier 1 (\$6.8 mil in Tier 2 for broader scope) |
| Project Cost | \$9,800,000 | |

Funds will be provided for improvement of Lewelling and E. Lewelling from Hesperian Blvd. to near Meekland Avenue. Improvements include widening from two to four lanes, addition of a median island, bicycle lanes, curbs, gutters, and sidewalks.

Newark Local Streets - City of Newark

| | | |
|-------------------|--------------------|--------|
| Sales Tax Funding | <u>\$1,200,000</u> | Tier 1 |
| Project Cost | \$1,200,000 | |

This project provides capital funds for critical roadway maintenance and safety enhancements in the City of Newark.

Oakland Local Streets and Roads - City of Oakland

| | | |
|-------------------|--------------------|--------|
| Sales Tax Funding | <u>\$4,000,000</u> | Tier 1 |
| Project Cost | \$4,000,000 | |

This project provides \$4 million for local streets and road maintenance within the City of Oakland. The capital funds will offset the maintenance deficit for roadway, pedestrian, and bicycle related facilities experienced by the City.

Route 84 Expressway - City of Livermore

| | | |
|-----------------------|--------------|--|
| Sales Tax Funding | \$70,000,000 | Tier 1 (\$18.0 M in Tier 2) |
| Other Funding Sources | \$0 | TVTC fee funds may augment project scope |
| Project Cost | \$70,000,000 | |

This project provides a four-lane roadway along relocated Route 84 (the Isabel Avenue Corridor) from I-580 south to Vallecitos Road, and provides improvements along Route 84 through Pigeon Pass to provide a high speed two-lane roadway with passing lanes. This project designates the Vallecitos Road portion of the new route as a scenic corridor.

Union City Intermodal Station - City of Union City

| | | |
|-------------------|--------------------|--------|
| Sales Tax Funding | <u>\$9,200,000</u> | Tier 1 |
| Project Cost | \$9,200,000 | |

This project would develop an intermodal station serving BART, buses, Capital Corridor service, and proposed VTA and Dumbarton rail operations near the existing Union City BART station. Pedestrian and bicycle access improvements in and around the station are also included.

Washington Avenue Interchange in San Leandro - City of San Leandro

| | | |
|-------------------|--------------------|--------|
| Sales Tax Funding | <u>\$1,100,000</u> | Tier 1 |
| Project Cost | \$1,100,000 | |

Local improvements to Beatrice Street and the Washington Avenue interchange in San Leandro will be provided by constructing a signalized intersection at the Beatrice Street/southbound on and off-ramp intersection and widening of the off-ramp and Beatrice Street.

Westgate Extension to Williams Street in San Leandro - City of San Leandro

| | | |
|-------------------|--------------------|--------|
| Sales Tax Funding | <u>\$8,610,000</u> | Tier 1 |
| Project Cost | \$8,610,000 | |

This project would construct a new arterial between Davis Street and Williams Street along the eastern edge of the Westgate Shopping Center.

Project Descriptions - Tier 2 (not already included in Tier 1)**A.C. Transit Quality Bus - Two Additional Corridors - A.C. Transit**

| | | |
|-------------------|---------------------|--------|
| Sales Tax Funding | <u>\$44,000,000</u> | Tier 2 |
| Project Cost | \$44,000,000 | |

Phase 1 Improvements include high-capacity articulated buses, stations and shelters, lighting, advancements in signalization, and other bus related enhancements in key Berkeley/Oakland Corridors - San Pablo and/or Telegraph Avenue. The specific corridor will be selected following Major Investment Studies. Tier 2 funding would add two additional corridors to receive the same types of improvements as the Tier 1 projects.

BART Seismic Retrofit - BART

| | | |
|-------------------|----------------------|---------------------------------|
| Sales Tax Funding | <u>\$109,000,000</u> | Tier 2 (Project is segmentable) |
| Project Cost | \$109,000,000 | |

This project upgrades the existing BART system within Alameda County to the latest seismic standards.

BART Station at West Dublin/Pleasanton - BART

| | | |
|-------------------|---------------------|--------|
| Sales Tax Funding | <u>\$38,400,000</u> | Tier 2 |
| Project Cost | \$38,400,000 | |

This project adds an intermediate station between Castro Valley and East Dublin/Pleasanton.

Paratransit Coordination and Service Gaps

| | | |
|-------------------|--------------------|--------|
| Sales Tax Funding | <u>\$7,500,000</u> | Tier 2 |
| Project Cost | \$7,500,000 | |

Additional funding of \$7.5 million to be allocated by PAPCO to reduce differences in paratransit service that might occur based on the geographic residence of any individual needing paratransit services.

San Pablo Corridor Improvements - A.C. Transit

| | | |
|-------------------|---------------------|--------|
| Sales Tax Funding | <u>\$19,000,000</u> | Tier 2 |
| Project Cost | \$19,000,000 | |

A program of transit capital and improved transit frequencies to enhance mobility along a corridor extending from downtown Oakland to the Contra Costa County line would be included in this project.

FINAL

DRAFT

Figure 2 – Tier 1 projects

| PROJECT | Sponsor | Cost (\$M) | Sales Tax (\$M) |
|--|---------------------|------------|-----------------|
| A.C. Transit Quality Bus - San Pablo, Telegraph Corridors | A.C. Transit | \$20.00 | \$20.00 |
| Altamont Commuter Express Rail | Alameda Co CMA | \$10.00 | \$10.00 |
| BART to San Jose - Phase 1 | BART | \$546.30 | \$165.50 |
| BART Oakland Airport Connector | BART | \$130.00 | \$65.80 |
| Downtown Oakland Streetscape Improvement Project | City of Oakland | \$5.00 | \$5.00 |
| Dumbarton Corridor Improvements | tbd | | \$14.70 |
| E. 14th St/Hesperian Blvd./150th St. Improvements in San Leandro | City of San Leandro | \$0.83 | \$0.83 |
| Emerging Projects | tbd | | \$7.60 |
| Fruitvale BART Transit Village | City of Oakland | \$11.10 | \$3.50 |
| Hesperian/Lewelling Widening in San Leandro | City of San Leandro | \$1.00 | \$1.00 |
| I-238 Widening | Caltrans | \$102.00 | \$66.00 |
| I-580/BART Corridor | tbd | | \$8.70 |
| I-580 Eastbound Auxiliary Lane (Santa Rita to Airway) | Caltrans | \$18.40 | \$10.00 |
| I-580 Interchange Improvements in Castro Valley | Alameda County | \$9.20 | \$9.20 |
| I-680 Express Lane Improvements - Route 84 to Santa Clara County | Caltrans | \$36.00 | \$25.80 |
| I-680/I-880 Connector Studies | Caltrans | \$2.00 | \$1.00 |
| I-880/SR92 Reliever Route - Clawiter/Whitesell Interchange | City of Hayward | \$19.50 | \$19.50 |
| I-880 Jackson/Broadway Interchange | City of Alameda | \$7.80 | \$6.00 |
| Iron Horse Bicycle, Pedestrian and Transit Route | City of Dublin | \$5.00 | \$4.50 |
| Isabel Route 84/I-580 Interchange | City of Livermore | \$55.00 | \$20.00 |
| Lewelling/E. Lewelling Widening in San Lorenzo | Alameda County | \$9.80 | \$9.80 |
| Newark Local Streets | City of Newark | \$1.20 | \$1.20 |
| Oakland Local Streets/Roads | City of Oakland | \$4.00 | \$4.00 |
| Route 84 Expressway | City of Livermore | \$70.00 | \$70.00 |
| Union City Intermodal Station | City of Union City | \$9.20 | \$9.20 |
| Washington Avenue Interchange in San Leandro | City of San Leandro | \$1.10 | \$1.10 |
| Westgate Extension to Williams in San Leandro | City of San Leandro | \$8.61 | \$8.61 |
| Total | | | \$568.54 |

Figure 3 –Tier 2 Projects

| PROJECT | Sponsor | Cost (\$M) | Sales Tax (\$M) |
|---|-------------------|------------|-----------------|
| A.C. Transit Phase I (Oakland/Berkeley Corridor) | A.C. Transit | | \$2.00 |
| A.C. Transit Quality Bus (2 additional corridors) | A.C. Transit | \$44.00 | \$44.00 |
| BART Airport Connector | BART | \$130.00 | \$7.20 |
| BART Extension to San Jose - Phase 1 | BART | \$546.30 | \$85.90 |
| BART Seismic Improvement | BART | \$109.00 | \$109.00 |
| BART Station at West Dublin/Pleasanton | BART | \$38.40 | \$38.40 |
| Dumbarton Corridor | tbd | tbd | \$8.70 |
| I-580/BART Corridor | tbd | tbd | \$14.70 |
| I-580 Eastbound Auxiliary Lane (from Airway to Route 84) | Caltrans | \$18.40 | \$8.40 |
| I-680/I-880 Connector Studies | Caltrans | \$6.50 | \$6.50 |
| I-880/SR92 Reliever Route Clawiter/Whitesell Interchange | City of Hayward | \$15.70 | \$15.70 |
| Isabel Route 84/I-580 Interchange | City of Livermore | \$55.00 | \$35.00 |
| Lewelling/E. Lewelling Widening in San Lorenzo | Alameda County | \$6.80 | \$6.80 |
| Paratransit Coordination and Service Gaps | PAPCO | | \$7.50 |
| Route 84 Expressway | City of Livermore | | \$18.00 |
| San Pablo Corridor Improvements | A.C. Transit | \$19.00 | \$19.00 |

Note: The top priority for Tier 2 funds is funding paratransit needs. Priorities for the remaining Tier 2 projects will be set by the annual Strategic Plan process and will maintain geographic equity.

GUIDING PRINCIPLES

This Plan is guided by principles that ensure that the revenue generated by the sales tax is spent in the most efficient and effective manner possible, consistent with the desires of the voters of Alameda County. The principles outlined in this section provide flexibility needed to address issues that may arise during the life of the Plan.

1. Excess revenue could result from higher than expected receipts, lower than expected project costs, or the addition of leveraged funds from other sources. All excess revenue will be programmed in the Agency's annual Strategic Plan and will be disbursed based on a concern for geographic equity. The first priority for programming revenues in excess of projected funds will be to meet unanticipated requirements of Tier 1 projects. However, no programmed capital project may be augmented by more than 15% over the cost estimate provided in this Plan. Cost estimates were prepared using high standards for accuracy, and project sponsors are encouraged to deliver projects within these limits.
2. The next priority for programming excess revenues will be to address gaps in paratransit service.
3. If there are no additional paratransit needs or cost increases on Tier 1 projects, the next priority for disbursing excess revenue will be funding of Tier 2 projects based on priorities determined by the Agency's annual Strategic Plan. Tier 2 projects will be funded based on a strategy of geographic equity.
4. In the event that actual receipts are less than projected, funds would be programmed based on the annual Strategic Plan.
5. Leveraging of outside funding sources is encouraged. Any additional sales tax revenues made available through their replacement by leveraged funds will be spent based on the principles outlined above.
6. Funding of Tier 2 projects would not be considered a Plan amendment, and would be accomplished through administrative action, with the completion of the annual Strategic Plan.
7. New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan could be considered as eligible recipients of funds through a plan amendment.
8. Should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this Plan, funding may be applied to another project in the planning area by the Agency, with the approval of a majority of the cities (and County for unincorporated areas) representing a majority of the population of the planning area.

9. It is the goal of this initiative to complete the projects promised in this Plan in a timely manner. A project will be given 5 years from the first year of revenue collection (up to April 1, 2007) to receive environmental approvals and to have a fully funded project. Projects that cannot meet this requirement may appeal to the Agency's governing board for one or more one-year time extensions. Once time has expired, the sponsor will be deemed to have approved deletion of the project, and the funds will be reallocated based on the principles described above.
10. All activities of the Agency charged with administering the sales tax will be conducted in public, through publicly noticed meetings. The annual budget of the Agency, annual Strategic Plan and annual report will all be prepared for public scrutiny. The interests of the public will further be protected by the Citizens Watchdog Committee described previously in this Plan.
11. Under no circumstance may the proceeds of this tax be applied to any purpose other than for transportation improvements in Alameda County. The funds may not be used for any projects or programs other than those specified in this Plan without a specific amendment of the Expenditure Plan.

D R A F T

ACKNOWLEDGMENTS

The following persons are acknowledged for their contributions to this Plan:

ACTA Board Members:

Supervisor Scott Haggerty, Chair
Mayor Shelia Young, Vice Chair
Supervisor Keith Carson
Supervisor Wilma Chan
Vice Mayor Henry Chang, Jr.
Mayor Roberta Cooper
Mayor Mark Green
Supervisor Mary King
Supervisor Gail Steele

EPD Steering Committee Members:

Mayor Mark Green, Chair
Council Member Nora Davis, Vice-Chair
Mayor Ralph Appezzato
Director Tom Blalock
Supervisor Keith Carson
Vice Mayor Henry Chang, Jr.
Supervisor Scott Haggerty
Mayor Gus Morrison
Supervisor Gail Steele
Council Member Tom Vargas
Director Matt Williams

ACTA Staff and Consultants to EPDC

Christine Monsen, Executive Director, ACTA
Steve Castleberry, Deputy Director, ACTA
George Fong, Finance Manager, ACTA
Joan Van Brasch, Office Administrator, ACTA

Dennis Fay, Executive Director, CMA
Zack Wasserman, Legal Counsel, WRBD

Bonnie Nelson, Technical Consultant for 1998 Plan,
Nelson\Nygaard



City of Hayward...

and the County's 20-Year Transportation Expenditure Plan

The Alameda County Transportation Authority's 20-Year Expenditure Plan is comprised of programs and capital projects. The total amount of funds estimated for the 20-Year Expenditure Plan is over \$1.4 billion.

Each City within the County receives funding allocations for local transportation improvements.

The following table illustrates approximately what the City of Hayward and part of what Central Alameda County receives annually from the current Measure B and what they would expect to receive and/or benefit from the new Expenditure Plan if approved by voters in November 2000.

| | Current Measure B Allocations ¹ | 20-Year Expenditure Plan ² |
|---|--|---|
| <i>Allocations to the City of Hayward</i> | | |
| Local Transportation, street repairs, sidewalks | \$794,000 during Fiscal Year 99/00 | \$23.8 million ² over 20 years |
| ▪ I-880/92 Reliever/Clawiter/Whitesell Interchange | n/a | \$19.5 million ² |
| Paratransit | \$329,000 FY 99/00 ¹ to city-based programs | \$112% increase over current Measure B allocations ³ |
| Non-motorized (pedestrian/bicycle facilities, new sidewalks and sidewalk repairs, wheel chair ramps, correct gaps in sidewalks) ⁵ | n/a | \$4.7 million over 20 years ⁴ |
| <i>Partial List of Transit Allocations</i> | | |
| AC Transit Operating (Transit and Paratransit) | \$8.6 million countywide annually ¹ | \$11.8 million countywide annually ² |
| Enhance transit night and weekend services, and access throughout the County | n/a | \$3.4 million to Central County |
| <i>Partial List of Central County Capital Projects</i> | | |
| I-238 Widening (between I-580 and I-880 from 4 to 6 lanes) | n/a | \$66 million ² |
| I-580 Interchange Improvements/Castro Valley (westbound off-ramp to Castro Valley Blvd., eastbound on-ramp from Redwood Road) | n/a | \$9.2 million ² |
| Transit Oriented Development | n/a | \$2.7 million ² countywide over 20 years |

¹Dollar amounts are 1998 distributions

²Funding based on 1998 population and 1998 forecasts

³Funding amounts in Expenditure Plan are based on 1998 forecasts

⁴Funding for identified capital projects

⁵Dollar amounts estimated based on 2000 PAPCO distributions

For more information about Alameda County's 20-Year Expenditure Plan, visit the Alameda County Transportation Authority's web page at www.acta2002.com, or call us at 510/893.3347.

1401 Lakeside Drive, Suite 600, Oakland, CA 94612 510/893.3347 FAX 510/893.6489

Alameda County's 20-Year Expenditure Plan

The Alameda County 20-Year Expenditure Plan will serve as the guiding document for implementing over \$1.4 billion dollars in locally funded transportation projects over the next 20 years, if approved by voters in the November 2000 elections.

Plan Benefits

- Extensive public input guided development of the Expenditure Plan
 - 40 member committee representing entire County worked on plan
 - Environmental/social justice/trade unions/transit and paratransit advocates intimately involved in plan development
 - Outreach to businesses resulted in changes to the plan
- Addresses transportation needs unique to each part of the County
- Provides balance between maintaining, operating and expanding all transportation modes within the County
 - Funds operating costs for AC Transit, Union City Transit, Alameda Ferries, LAVTA, and for the ACE trains
 - Funds roadway, highway and non-motorized projects that address congestion
 - Funds maintenance of the County bridges to Alameda
- Significantly expands transit and paratransit funding
 - Provides nearly 76% increase in funds to AC Transit over 1986 Measure B, funds operating costs for transit listed above
 - Serves those most in need of public transit: seniors and people with disabilities
 - Plan expands fixed route transit service, and, correspondingly, paratransit service
- Addresses nearly every congested corridor in the County
 - I-680, I-80, State Route 92, I-880, State Route 84, I-580, and I-238

Without Measure B...

- AC Transit would be required to cut service by 14%
- ACE Trains would lose all operating funds in Alameda County
- Paratransit services would be severely reduced, leaving those with the greatest transportation needs without essential services
- Congestion would worsen in already congested corridors
- Cities and the County would lose almost \$16 million each year for local roadway and transportation improvements
- Critical capital construction projects would be delayed for years